

BE SURE TO ATTEND THE NEXT PUBLIC HEARING

• A vote on the P66 issue has not been taken. The Public Hearings continue on **Wednesday, Oct. 5, 2016**. The public's presence will remind Planning Commissioners that the rail terminal project must be rejected.

"THE MESA REFINERY WATCH GROUP"

Newsletter: September 27, 2016

FACT-CHECKED REASONS TO REJECT THE PHILLIPS 66 RAIL TERMINAL



CRUDE-BY-RAIL:

- Only Phillips 66 Wins
- Citizens Become Collateral Damage

- www.mesarefinerywatch.com

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(Please see Contents on the next page.)

CONTENTS

DON'T HAVE TIME TO READ IT ALL?

First Download This Document To Your Desktop.
Determine The Content That Interests You; Then Click On The Red Page Numbers

	<u>Page</u>
A. What's <u>NEW</u> That You Need To Know	
1. The Sept. 22nd Public Hearing - Here's What Happened; What's Next	4 - 8
a. Standing-Room-Only & More	4
b. P66's Request For A Six-Month Delay Was Withdrawn	4
c. SLO Planning Commission Ignores Results Of STB Ruling And Subsequent Action Of The City Of Benicia	4
d. The Public Implores Commissioners To Reject The Rail Project	5 - 6
1) Remarks On Conditions Of Approval	5
2) The MRWG Debunks P66's "Statement Of Overriding Considerations"	6
e. P66 Weakly Attempts To Cast Doubt On MRWG Data	6
f. P66 Continues To Owe SLO County Big Bucks; One Commissioner Suggests Perhaps It Shouldn't Be Paid At All	7
g. Two Guys Meet In A Bar About A Bridge	8
h. A Reminder About Civility	8
2. The Ongoing Oil Glut - It's Forcing P66 To Tighten The Valve On Crude Oil Refining	9
3. When You Do The Math, Which Is Safer -- Crude Oil Trains Or Pipelines?	9
4. What's Union Pacific's Response After Mosier? They're Proposing To Send Even More Crude Oil Trains Through The Town!	10
5. Guess Who's Opposing Crude-By-Rail? The International Longshoreman's Union!	10
6. Washington State's Assistant AG Slams Proposed Crude Oil Rail Terminal	11
7. Union Pacific - Far Behind On Implementing "Positive Train Control"	11
8. Congressional Candidates In Central Coast's 24th District Take Stands On P66	12

(continued on next page)

CONTENTS

	<u>Page</u>
9. Why Has Warren Buffet Hiked His Ownership Of P66 To 15% Of Its Total Shares?	12
10. SLO County Realtors Warn Of The Potential Impact Of The P66 Project	13
11. SLO Voted Best College Town In America; But Oil Trains May Change All That	13
12. What's Conspicuously Missing From The Artwork On These Cows?	14
13. Paso Robles Has A "Dream" For Its Salinas River Corridor; But A Tar Sands Spill Will Despoil The River	15
14. North County Continues To Expand Its Business Development. But One Project Will Be Within A "Home Run" Of The Trains	16
15. Families Are Clamoring To Live In SLO County. Crude Oil Trains Would Be A Game Changer.	16
16. Why Does SLO County Have To Protect Itself From P66's Oil Trains? \$1.58 BILLION In Spending By Tourists.	17
17. What Does Business Growth Look Like For SLO County? It Doesn't Include Crude Oil Trains Nor The Refining Of Tar Sands.	17
18. Grover Beach Officials Want Their Town To Thrive ... So They've Taken A Firm Stand Against P66's Crude Oil Trains	18
19. Some Politicians "Get It" And Are Standing Up Publicly To Big Oil	18
20. It's Non-Stop -- More Derailments, More Leaks, More Danger	19
21. Oxnard's Mayor Warns That A Derailment Could Impact Our National Defense	20
22. Citizens' Voices Are Loud And Clear - They Reject Flammable Crude-By-Rail Entering Our Communities	20 - 24
B. Why You Should Care About What P66 Intends For SLO County & California	25
C. References - Recent Videos & News Articles	26 - 29
D. MRWG Steering Committee Members; Logistics Of This Newsletter	30

A. WHAT'S NEW THAT YOU NEED TO KNOW

1. The Planning Commission's September 22nd Public Hearing - Here's What Happened (A Vote Was Not Taken); Next Meeting Is October 5, 2016

- a. Standing-Room-Only & More:** Although County chambers seat over a hundred, attendees also lined the walls on both sides and filled a backup room. Virtually all were SLO County citizens in opposition to the P66 plan ... many wearing black attire and "Derail The Spur" buttons, and/or red "Stop Oil Trains Now" t-shirts.



- b. P66's Request For A Six-Month Delay Was Withdrawn:** P66 had asked that the Commission's work be halted until March '17, waiting for a ruling from the federal Surface Transportation Board (STB) on mainline rail preemption in the Benicia, CA case (see below). Since that board had ruled on September 20th, the request was withdrawn.

c. SLO Planning Commission Ignores Results Of STB Ruling And Subsequent Action Of The City Of Benicia:



- 1) The STB's Ruling:** Valero asked the STB to prevent Benicia from denying the company's request to build a rail transfer station ... saying federal regulations preempt cities from deciding on rail-related projects.

Instead, the STB denied Valero's request, pointing out that Valero is not a railroad, so it could not claim pre-emption protection. So, although Benicia could not interfere with existing rail operations, they were free to determine the future of the proposed site. But the STB warned - "if the offloading facility were to be constructed, mitigation measures would be preempted."

- 2) Benicia's City Council Stands Up For Their Citizens:** Benicia's council members then voted unanimously to reject Valero's rail terminal. The Sacramento Bee reported -- one council member (Christina Strawbridge) "made up her mind after a Union Pacific train derailed in Mosier, causing an explosion that forced evacuations. She called that 'a game changer' because the company was Union Pacific, the company Valero would use, and the cars that were newer, supposedly safer models."
- 3) SLO's Planning Commission Ignores It All:** Regardless, some on SLO's Planning Commission discounted the STB/Benicia actions, buying what P66's attorney said -- that the STB ruling confirmed P66's right to ship whatever they desire into the County by rail, and the County can do absolutely nothing about it.

d. The Public Implores Commissioners To Reject The Rail Project: Almost 100 citizens spoke to commissioners, with just four speakers in favor of the project.

1) Remarks On Conditions Of Approval: The Mesa Refinery Watch Group has made it clear that no set of “conditions of approval” can overcome the 10 Class I impacts of the P66 rail plan. Nevertheless, the Commission asked its staff to develop a list.

In response, the MRWG submitted its own list of 32 conditions, which (if the commissioners unbelievably approved the project) must be taken into account. Citizens read these conditions aloud, including ...



► **Relocation Of Schools:** Phillips must pay to relocate all SLO County schools that are within the “evacuation” and “impact” zones” where flammable crude oil tankers will travel. This condition reflects a similar action taken by Mt. Vernon, WA, which approved a \$106 million bond to relocate their elementary school out of the blast zone.

► **Proper Training Of Plant Employees, Responders And Teachers:** Phillips must pay for training of: their workers who have never handled crude oil trains; emergency personnel throughout the County who would deal with oil train disasters; and teachers who must prepare classrooms and students for oil train accidents.

► **Updated Hospital Disaster Preparedness Plans:** Phillips must provide a grant to all SLO County hospitals to update their disaster preparedness plans, to take into account oil train accidents and the impacts of spills, fires, explosions, toxic smoke and other serious injuries.

► **Creation Of An Enforcement Fund:** To ensure P66 lives up to all mitigation issues and conditions of approval, they must pay for an “enforcement” fund. This would be used for County personnel, equipment and systems to monitor rail terminal operations on a permanent basis.

Go to goo.gl/ufVJdM to see all 32 MRWG conditions of approval.

But regardless of any conditions, the Mesa Refinery Watch Group firmly believes that no set of “conditions” can make the Class I impacts disappear. The rail terminal project must be rejected by SLO County officials.

LOS ANGELES TIMES:
Read Robin Abcarian’s Latest Column On The P66 Rail Project Hearings
Go here -- goo.gl/TWutKH

2) The MRWG Debunks P66's "Statement Of Overriding Considerations":

Prior to the hearing, P66 submitted their reasons for the Commission to override the 10 Class I impacts ... i.e., reasons to ignore the pollution and dangers of crude-by-rail.

The MRWG then submitted its rebuttal to all of P66's arguments (read aloud by citizens at the hearing). Review all rebuttal points at goo.gl/zlQitm. Here's their **key** contention ...



P66's Claim - SLO County's Economy

Will Suffer If The Rail Project Is Denied: P66 implies that if the rail terminal is not approved, the refinery will close and the County harmed economically. And that's based entirely on the premise of insufficient California crude available via pipeline. But the reality is different. Throughout the hearings evidence was presented that:

- ▶ The request for the terminal is not due to local conditions ... it's a corporate-wide strategy to provide P66 refineries with cheaper (more profitable), imported, crude by rail.
- ▶ The Commission's staff reported that the project's objective is to obtain "more economically priced (cheaper) crude" ... i.e., it's not based on a lack of California crude.
- ▶ Crude oil production on the Central Coast has risen by 98% in recent years. P66 only wants rail for "*optionality*" -- to use whenever they can access cheaper crude.
- ▶ P66 has repeatedly refused to say their plant will close and their workers laid off.
- ▶ In fact, the MRWG submitted a detailed analysis based on independent data, showing that should the rail terminal be approved, SLO and adjacent counties will show significant LOSSES in gross domestic product (GDP), jobs and earnings by workers.

e. P66 Weakly Attempts To Debate MRWG Data:

P66's Superintendent Jim Anderson sought to attack the above data (regarding the increase in Central Coast oil production). He cast doubt, saying that the Refugio oil spill has now halted production from offshore rigs, causing oil production to decline.

He forgot to mention that it was P66's supplier who didn't maintain their pipelines. **Had P66 been more demanding of their vendor, the shutdown never would have occurred. Regardless, once the pipelines are repaired, oil production will back to full capacity.**



f. P66 Continues To Owe SLO County Big Bucks - When It Will Be Paid Is Unknown; Incredibly, One Commissioner Suggests Perhaps It Shouldn't Be Paid At All

P66 must fund the work of the County's Planning Commission staff ... i.e., the work they do year after year on behalf of P66's rail application. But P66 has been in arrears for awhile. The exact amount is unknown, but it may be in the \$200,000 - \$300,000 range.

During the hearing, commissioners pointedly remarked on the debt:

► **Jim Irving:** He looked directly at the P66 team and offered that it would certainly be nice if P66 paid what they owed to help the hearings continue.

► **Eric Meyer:** He was more blunt --
"We expect the applicant to pay their fee. Phillips hasn't paid their latest fee. Why continue?"



• **Don Campbell:** Here's where the discussion turned strange. Mr. Campbell said -- *"This has morphed into a statewide requiem on transport of oil. Why should somebody that's applied for one little spot to put an unloading dock, pay all that expense?"*

We've all seen that the only target of opponents in these hearings is P66 and it's proposed rail terminal. It just so happens that the terminal would impact dozens of California cities and millions of people. So all of them, statewide, have a vested interest in what happens in Nipomo.



For Mr. Campbell to suggest that this is only about a "little unloading dock" and that P66 shouldn't have to pay for the staff's work, turns the reality of the situation on its head. Speakers here are not focusing on crude-by-rail in Benicia, in Vancouver, or elsewhere ... only here on our own turf.

And Mr. Campbell's sympathetic remarks about P66 should give us pause -- that he's ignoring the entire crude-by-rail issue, and that he truly might let P66 off the hook for thousands or millions of dollars.

That being said - we believe that as its next order of business, the Commission should immediately determine whether P66 is **already in default** for failing to make proper payments within deadlines set by the County. If so, end the hearings and end the project.

And for the record - the Mesa Refinery Watch Group is made up of local volunteer-citizens. It is independent and has no official ties to other groups. Its singular goal has been and always will be to protect the Central Coast from crude-by-rail.

g. Two Guys Meet In A Bar About A Bridge ...



The Planning Commission previously asked the DOT for details about the structure and stability of SLO County's Stenner Creek trestle bridge. The DOT supplied only a simple sheet with a checked box indicating it had been inspected, which certainly is insufficient evidence of its safety.

Commissioner Don Campbell then reported to the commission that he had recently bumped into a fellow who said he was a bridge expert with

a related firm. Over wine, the fellow remarked that bridges were generally safe and was aware of the existence of the Stenner Creek bridge. The implication was that, based on that meeting, we should all be satisfied and drop the subject from the P66 deliberations.

On the other hand ...



John Edmisten Of San Luis Obispo, Cal Poly Emeritus Professor Of Architectural Engineering, In A SLO Tribune LTE (Sept., 2016) (goo.gl/vlnPyG):

"My concern is the safety of the Stenner Creek bridge built approximately 130 years ago. If the bridge or tracks were to fail, the massive tanker cars would fall 100 feet and cause a catastrophic explosion. It would kill many people and likely destroy the city's water treatment plant.

"If they have not already done so, Phillips 66 and Union Pacific must submit documents to the County for review by independent engineers. If (they) decline, I recommend rejection of the proposal, because the bridge cannot be independently evaluated."

h. Where The Vote Stands, And A Reminder About Civility

Commissioner Jim Irving repeatedly mentioned **he still has an open mind** about the P66 project and how he will vote. His stance - he's still studying both sides of the argument in detail. The MRWG feels this is an understandable position. So the vote is likely 2 - 2 with one to be decided.

Unfortunately, Mr. Irving also indicated he'd recently received notes from some citizens about the project, with highly objectionable, personal content.

We urge all citizens to practice civil, professional discussion and communications. This is a hallmark of SLO County's League of Women Voters, and we enthusiastically endorse that approach.



2. The Ongoing Oil Glut - It's Forcing P66 To Tighten The Valve On Crude Oil Refining

We've reported on the recent remarks of P66's CEO regarding the nation's crude oil **glut** - "We've got a lot of inventory stacked up. The industry's (is) facing 'run cuts' (refining reductions) in the 2nd half of (2016). When we look in the mirror, we find the enemy."

"Run cuts" have turned into reality for P66 -- their Linden, NJ refinery just cut production by 12,000 barrels per day.

So when P66 thinks you'll believe they face "diminishing supplies" of crude and they need to import it by rail -- remind them of the "stacked up inventory" their CEO is declaring.

Also remind them of what P66's Maintenance Supt. (Jim Anderson) said at the recent SLO County hearings -- "**The supply is in the ground, but we don't have transportation for it now.**" So, fix the Refugio pipelines and there will be plenty of crude for the Nipomo refinery.

<http://goo.gl/xGMOOn0> • <http://goo.gl/UdeYOL> • goo.gl/z1Qqra

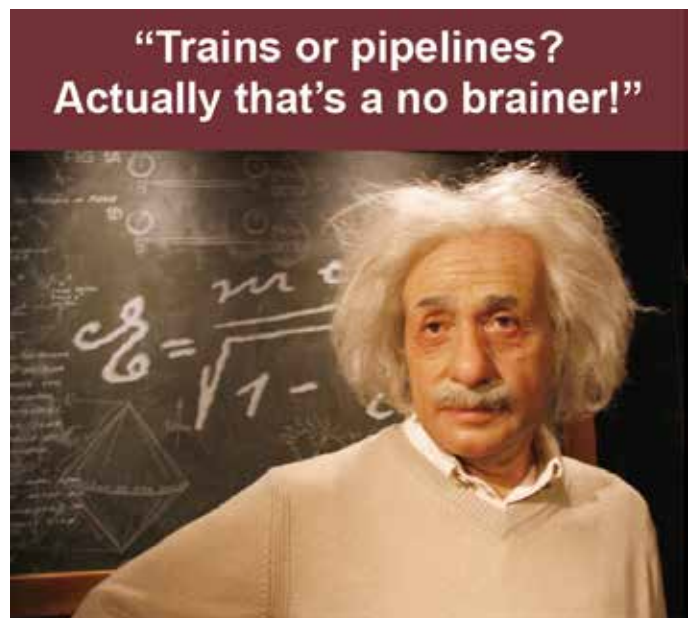


3. When You Do The Math, Which Is Safer -- Crude Oil Trains Or Pipelines?

Debates are ongoing throughout the U.S. and Canada regarding the use of pipelines versus trains to transport crude oil. Fortune Magazine just reported on the issue:

"The lack of sufficient pipeline capacity has made transporting oil by train a boon for the rail industry. **But those trains sometimes explode**, including the nightmarish explosion in Lac-Mégantic which killed 47 people in their sleep."

The report then quoted the "generally pro-fossil fuel, Fraser Institute":
goo.gl/dU1ZEP • goo.gl/Guia53



That group "found that moving fuel by pipeline was 4.5 times safer than doing so by rail." Rail would "increase the risk to the environment and human health, not decrease it."

4. What's Union Pacific's Response After Their Explosive Derailment In Mosier, Oregon? They're Proposing To Send Even More Crude Oil Trains Through The Town!

You'd think the June 3, 2016 crude oil train disaster in Mosier would give Union Pacific pause, and they'd work hard to rebuild their trust and relationships with people along the Columbia River Gorge. Not so.

Union Pacific is now asking for permission to build an additional, side-by-side, four-mile track in Mosier and elsewhere, so trains can pass one another at speed.

UPRR currently runs 20 - 30 trains per day through Mosier. They claim the new tracks would add 5 - 7 trains each day. But "Friends of the Columbia Gorge" hired railroad experts. Their findings show that the "double tracking" project would provide enough infrastructure to increase traffic by 45 - 52 trains per day. So regardless of the increase UPRR wants **today**, they'll very likely be back asking for more **tomorrow**.



And it's this very same, polluting, accident-prone show that UPRR and P66 want to bring to SLO County and California.

They want to open the door to three trains per week (they previously asked for five). But we all know the drive for evermore profits means three will change to five and then to 50, just like Mosier! SLO County officials must not give them the opportunity.

<http://katu.com/news/local/mosier-pushes-back-against-rail-expansion>

5. Guess Who's Opposing Crude-By-Rail? The International Longshoreman's Union!



Washington's Longshoreman's Union has also come out against building crude oil rail terminals. They've "*joined forces with community & environmental allies to stop a scheme that could ruin their port, close the Columbia River and turn their city into a disaster area.*"

Members say - "**Oil trains would be a near-constant presence and hazard to longshore workers.**" "**Bringing this stuff into our town is just irresponsible and dangerous. The risk isn't worth the reward.**"

This union joins others representing healthcare professionals and educators. Of course these groups almost always embrace "commerce" and "profits." But they also recognize the insanity of introducing flammable oil trains into their communities and workplaces.

goo.gl/Wl6Z0q • goo.gl/cQrmQB

6. Washington State's Assistant Attorney General Slams Proposed Crude Oil Rail Terminal



In recommending that Washington's governor turn down a rail terminal for Vancouver, the assistant state attorney general wrote **(and it sure sounds familiar to us Central Coasters) ...**

"The evidence show(s) the potential consequences are massive. (It) does not demonstrate that residents will receive even minimal benefits." He indicated that the state doesn't have to tolerate the risks the company is willing to accept ... and that the company has failed to sufficiently prove the project is needed.

goo.gl/WcTFFE

7. Union Pacific - Far Behind In Implementing "Positive Train Control" (PTC)

PTC technology will (hopefully) automatically stop trains before collisions or derailments occur*. In 2008 Congress mandated that railroads implement PTC by 2015. But the railroads missed that date, so the deadline became 2018 (with further extensions possible beyond that).

The Federal Railroad Administration issued its PTC implementation report card in August, 2016. How is Union Pacific doing compared to peers? Here's how they're positioned against another major carrier, BNSF. You be the judge:



	<u>BNSF</u>	<u>UPRR</u>
a. Locomotives Equipped With PTC	86%	0%
b. Track Segments Completed	23%	7%
c. Training Completed	62%	10%
d. Route Miles In PTC Operation	29%	0%

<http://www.fra.dot.gov/eLib/details/L18325>

http://www.nola.com/environment/index.ssf/2015/02/fuel-hauling_trains_could_dera.html

<http://registerguard.com/rg/opinion/34707660-78/making-trains-safer.html.csp>

<http://www.railwayage.com/index.php/ptc/fras-quarterly-ptc-whip-cracking.html?channel=63>

*** Despite the mandate for PTC, the DOT has nevertheless predicted there will be 10 crude oil train accidents per year for the next two decades.**

8. Congressional Candidates In Central Coast's 24th District Take Stands On The P66 Project

Retiring Congresswoman Lois Capps, in no uncertain terms, opposes bringing P66's crude oil trains to her constituents' communities. She recognizes it's her duty to be vocal about this obvious threat, and she's worked to defeat the project.

Now, Santa Barbara Supervisor Salud Carbajal and sports industry businessman Justin Fareed are vying for Ms. Capps' seat. Here are their priorities regarding P66 and the environment:



► **Mr. Fareed:** "We need to conserve (the) Central Coast beauty without jeopardizing our economic vitality. I support reasonable projects that are safe for our environment and *don't stifle the growth of businesses and agriculture.*"

"Fareed said Phillips 66's proposed spur to accommodate increasing the number of oil trains through the county *is a local government issue.*"

► **Supervisor Carbajal:** *"I am incredibly concerned about the disastrous proposal to extend a rail spur at the Phillips 66 oil refinery. Recent derailments remind us of the huge risk oil trains pose to our public safety, environment and economy."*

At the July, 2016 "Stop The Oil Trains Rally": "Your officials have one responsibility above all -- protect the health and safety of their communities. *Your local officials have not been responsible. There is no way findings can be made to support this project. This has to be stopped.*"

goo.gl/cFPo1z • goo.gl/jUVphl • goo.gl/LUn6Qv



9. Why Has Warren Buffet Hiked His Ownership Of P66 To 15% Of Its Total Shares?



Warren Buffet's Berkshire Hathaway just upped its stake in P66 to **\$6 billion**! Why? According to "Investopedia":

"Oil refineries are a great example of an investment. (They) are capable of creating massive cash flows. A barrier to refinery investments is the startup costs, which are typically in the billions."

"A preexisting set of refineries, such as those operated by Phillips 66, is capable of generating cash and less susceptible to new competition."

So when P66 implies it will simply close its incredibly valuable Nipomo refinery if they don't get their rail terminal, don't believe it. Certainly, Warren Buffet doesn't believe it. (goo.gl/lpYY41)

10. SLO County Realtors Warn Of The Potential Impact On SLO County Housing Values & Our Quality Of Life



One of the more personal, financial impacts of crude oil trains on peoples' lives is how they would affect housing values.

A group of SLO County realtors sent a letter to SLO County Supervisor Jim Irving. They concluded:

► "Research on property values near railroad freight lines indicates **houses can lose as much as 5 - 7% of their value**. The more daily traffic, the greater the impact."

- "Diesel exhaust from locomotives contains more than 40 toxic air (elements that) can cause asthma, heart attacks, lung cancer, and strokes. We are very concerned to invite a project into our community with the risk of declining property values and quality of life."
- "We must also take into account the steep drop in value or the long-term **damage to our county's reputation** that could occur in the wake of an oil train disaster."
- "A **COST BENEFIT ANALYSIS** doesn't support this proposal."
- "County residents depend on you as Planning Commissioner to protect the public trust and their property values. We urge you to vote against the permit application."

<http://www.mesarefinerywatch.com/letters.html>

11. SLO Voted Best College Town In America; But ... A Future Containing Polluting, Explosive Crude Oil Trains May Change The Next Vote



"College Rank" just selected SLO as the #1 "Best College Town" ... citing its "super-healthy locals and spectacular surroundings."

But how will P66's oil trains change all that -- **with ongoing locomotive emissions floating through Cal Poly's campus, with their noise and visual pollution, and with the never-ending threat to student safety from train accidents, major spills, fires and explosions?**

Those impacts are certain to showcase the "worst" in SLO County. That's why Cal Poly's Associated Students organization has strongly opposed the P66 plan. It's time for our officials to say "No way!" as well.

goo.gl/4rdkXk • goo.gl/8JNOju

12. What's Conspicuously Missing From The Artwork On These Cows?

On September 17th the SLO County "CowParade" was on display. Each icon was sponsored by a local business or group and reflected their views of what's wonderful about SLO County. Included were rolling hills, elephant seals, vineyards, fields of strawberries and vegetables, golf courses, butterflies, the Midstate Fair, horses and riders.

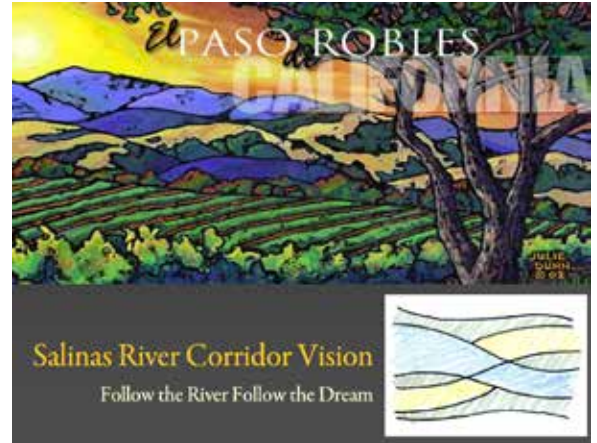
What did artists and businesses choose to leave out of the large herd? Mile long crude oil trains. Opposition to the trains -- it's a mooovement!



13. Paso Robles Has Long Had A “Dream” For Its Salinas River Corridor; But It’s A Proven Fact -- A Tar Sands Spill Will Despoil The River, Perhaps For Decades

The Salinas River runs through Paso Robles, past its Event Center, downtown, parks and more. And the town has long worked on a “dream” for this corridor, envisioning new hotels, amphitheaters, overlooks, a conference center, trails and more ... all of which would enrich the local economy.

But reality can be harsh, as it’s been for Gogama, Ontario. In March, 2015 a derailment, explosion and spill of tar sands impacted their Makami River. As per an August ’16 local news report ...



“The clean-up from the (tar sands) oil spill has been declared complete. But residents say their local waters are still contaminated with oil. Sheens of oil are commonly seen on the river (and lake)”



Gogama Fire Chief Benson: “It’s never going to be pristine again. There was no sheen, no dead fish, no oil spill on March 6, 2015. Let’s (just) get it to the point that there’s no fish dying. And I’m not going to die of throat cancer in 5 years because I’ve been eating fish out of this lake.”

“Benson said he was surprised to find out that the railroad was responsible for the testing, not the Ministry of the Environment. ‘I can’t believe

our government tells the fox to test the chickens.’”

If **Paso Robles** has any further dreams about investing in its Salinas River Corridor project, they should **first consult the folks in Gogama, Ontario**. Ask them about the likelihood of derailments of tar sands trains into waterways.

Ask them about the transition of their river from pristine to “sheen.” Ask them about their waterway’s revised attractiveness to tourists.



Then -- Paso Robles must ask SLO County officials to deny P66’s tar sands trains, with “extreme prejudice.”

http://www.prcity.com/government/departments/commdev/pdf/salinasriver/salinasriver_openhouse.pdf

<http://www.cbc.ca/news/canada/sudbury/gogama-oil-spill-clean-up-complete-1.3713738>

<http://www.cbc.ca/m/news/canada/sudbury/gogama-train-derailment-35-cars-off-tracks-five-cars-in-river-system-1.2986150>

<http://www.thesudburystar.com/2016/09/07/gogama-anglers-not-biting-on-health-assurances>

14. North County Continues To Expand Its Business Development Plans. But One Paso Project Will Be Within A “Home Run” Of Volatile Shipments Of Crude Oil.

Two major developments are under way in Northern SLO County. To succeed, business owners of course expect an inviting, safe, healthy environment for their customers and employees. The developments include:

► **The Pine Street Promenade In Paso Robles:**

This project, entering its engineering phase, will cover 2.4 acres and include a public market, performing arts center and ultimately a hotel. Yet, located at Pine and Ninth Streets, this boon to Paso’s economy is **less than the distance of many major league home runs (about 300 feet) from Union Pacific’s tracks.**

► **Walmart In Atascadero:** While controversial, ground breaking is expected this Fall for a 127,000 square foot store. Attracting thousands of residents each day, it can generate \$580,000 in local sales taxes. Yet, it will be at El Camino Real and Del Rio Road ... just 0.8 miles from P66’s flammable crude oil trains, **well within the DOT “impact zone.”**

How can North County officials and residents protect themselves and these businesses? By telling SLO County officials, in no uncertain terms, that only pollution, danger and destruction come with allowing crude oil trains into their communities. **The benefits - ZERO!**

<http://www.sanluisobispo.com/news/business/article93090337.html>



15. Families Are Clamoring To Live In SLO County. But Crude Oil Trains Would Be A Game Changer.

Home prices in SLO County rose an extraordinary 8.5% in July '16 versus a year earlier. And tighter home inventories shows residents love living/working here, refusing to leave.

But as always, times change. And If SLO County becomes a hub for volatile crude oil trains, the desirability of living here will plummet. Up and down the County, polluting, menacing trains will be a **game changer, forever.**

So what takes precedent? Protecting our quality of life, or protecting P66’s ability to generate far more profits from cheaper, toxic, imported tar sands?

goo.gl/BcrzhR



**16. Why Does SLO County Have To Protect Itself From P66's Oil Trains?
Here's Just One Answer -- \$1.58 BILLION In Spending By Tourists.**

The SLO Tribune reported why tourists head to SLO County. The reasons include not only relaxing on beaches, sipping fine wines and shopping till they drop. They also include "looking for thrills" -- including skydiving, zip-lining and kiteboarding.



But we bet that local "high activity" businesses, such as SkyDive Pismo Beach, Visto Lago Adventure Park, Margarita Adventures and others, would not be happy to learn about P66's plan for oil trains invading their County. They'd likely respond that threatening trains are a deterrent to attracting today's more eco-focused young visitors.

Taken together, all types of tourism now generate \$1.58 billion in SLO County revenues. Then again, enabling P66's polluting, flammable crude oil trains to pass into and out of our tourist-based County on a daily basis, might cause tourists to think twice, and head elsewhere.

So what's our priority? Protecting P66's bottom line or SLO County's economy? We can't do both! If P66's plan for crude oil trains is denied, their refinery will continue doing business as usual. But if their trains are allowed to come here -- there will be a dramatic change in our County's ability to attract \$1.58 billion in revenues.

<http://www.sanluisobispo.com/news/business/article92749632.html>

17. What Does Future Business Growth Look Like For SLO County? Hint - It Doesn't Include Crude Oil Trains Nor The Refining Of Tar Sands.

Inc. magazine just recognized six SLO County companies as among "*the fastest-growing private companies in America.*" The businesses include - software for construction & manufacturing, internet products, solar products, water management, and a residential/commercial moving service. These types of enterprises represent our County's future.

The only thing oil trains and tar sands offer are an expansion of pollution, the potential for disasters, and a ruined reputation as a place to live, visit and conduct business.

goo.gl/l4kbLw



18. Grover Beach Officials Want Their Town To Thrive ... That's Why They've Taken A Firm Stand Against P66's Crude Oil Trains



Grover Beach is working hard to make itself an even more attractive place to live and vacation -- especially for younger adults. As per Mayor John Shoals --
"We want to be a young, hip city, giving people opportunities to live near the beach."

The town is also making investments to attract new businesses. This includes the Grover Beach Lodge and Conference Center at the west end of Grand Avenue, near the beach.

But, P66's crude oil trains would cross Grand Avenue, exactly where people head to the shore. That's why a year ago, the city council wrote to SLO's Planning Commission in opposition --
"Trains have accidents with unfortunate consequences. We were impacted with a derailment in 1986 that led to the evacuation of a portion of our community as a result of leaking chlorine gas. We know emergency resources will immediately be taxed."

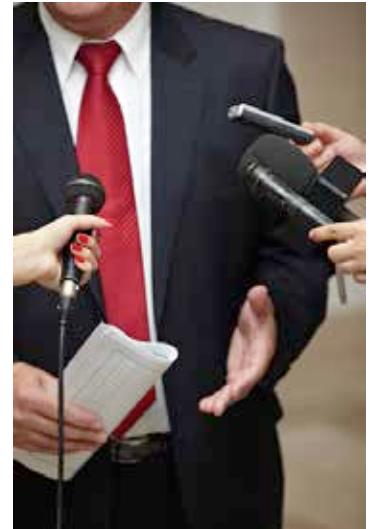
So these officials know first hand -- you can't grow a community and welcome flammable crude oil trains at the same time. goo.gl/PoVzIQ

19. Some Politicians "Get It" And Are Standing Up Publicly To Big Oil

When oil companies comes knocking, some officials open the door wide, voting yes to virtually anything related to "commerce." Then again, the Spokane City Council President, a councilwoman in Edmonds City, WA, and the Mayor of Mosier, Oregon did a gut check and said in an open letter ...

"We are in grave danger. We are deeply concerned by the risks oil trains pose to our neighborhoods, drinking-water supplies, businesses, schools and entire communities.

"There are no jobs that come from moving oil trains through our cities, no revenue to support disaster recovery, only burdens, such as air pollution, traffic delay and uncertainty about when and where a disaster will happen next."



**"We cannot accept being the doormat for the oil industry and will not be quiet when it comes to protecting our residents.
We refuse to become the next Lac-Megantic rail disaster."**

Without doubt, citizens will reward these politicians come election day. goo.gl/1Zcx6J

20. It's Non-Stop -- More Derailments, More Leaks, More Danger

a. Nipigon, Quebec:

In January, 2016 a Canadian Pacific train derailed. The reason was finally uncovered this August, seven months later. The train was traveling just 21 mph. It carried seven tank cars filled with propane. It then hit a section on the line which had "a complete failure of a previously cracked rail", causing 21 cars to derail, including the propane tankers. A crew member was injured after inhaling leaked propane.



Despite regular inspections, the crack in the rail had gone undetected. The Transportation Safety Board said - the railroad's "safety procedures were lacking."



b. Falmouth, Kentucky; August, 11, 2016:

As per Cincinnati.com -- "Residents had a scary afternoon when a train derailed, bringing hazmat crews and speculation of sulfuric acid leaks. Law enforcement put the city on lockdown. Authorities put a shelter-in-place order. No traffic could enter. For about five hours, residents were stuck in their homes or outside the city.

"Four cars containing sulfuric acid derailed, but didn't spill. The city evacuated 600 students at the elementary school and 50 children at a nearby daycare. Residents didn't know if they were breathing deadly fumes as they sat at home.

"The derailment knocked the power out for half the city of 2,500 on a day temperatures soared into the 90s and humidity made it feel over 100 degrees.

"It will take days or weeks to clean up the mess. CSX (railroad) officials said they don't know why the train derailed. It may take months to figure out what happened."

<http://www.ctvnews.ca/canada/train-derailed-in-northern-ontario-after-cracked-rail-gave-way-tsb-1.3052446>

<http://www.cincinnati.com/story/news/local/northern-ky/2016/08/10/train-derails-downtown-falmouth/88515018/>

<http://www.cbc.ca/news/canada/thunder-bay/safety-board-reports-nipigon-derailment-1.3742886>

21. Oxnard's Mayor Warns That A Derailment Could Impact Our National Defense

Oxnard Mayor Tim Flynn has written to SLO County's Planning Commissioners, listing a myriad of ways a derailment of P66's trains would impact his city. Of special concern was his description of how derailments could impact their local military base ...




"A derailment could significantly disrupt fleet and operations from the Naval Base Ventura County (NBVC). It is important to note that the NBVC is a key facility in the Nation's defense infrastructure, providing for the development and testing of new systems, joint warfare experimentation, and training and readiness missions.

"The FEIR seems to have overlooked the potential constraints placed on the NBVC in the event of a possible derailment."

goo.gl/pNpe4n

22. Our Citizens' Voices Are Loud And Clear - They Reject Allowing Flammable Crude-By-Rail Trains To Enter Our Communities



 **Jesse Gibson Of Paso Robles, In A Letter To SLO Planning Commissioner Jim Irving (Sept., 2016):**

"I moved to Paso Robles as a watershed educator in (the) Joint Unified School District schools. Since then, I've learned about (the) project and am horrified. My concern for the safety of the children in Paso Robles is foremost.

"But my background as a hydrologist compels me to advise you this project could be disastrous and irreversible for the environment.

"Such a large portion of the tracks lie adjacent to the Salinas River. It would be foolhardy to jeopardize a water resource in the midst of California's prolonged drought.

"I urge you to vote no!"



Jay Adams Ph.D. Of Paso Robles, In A Letter To SLO Planning Commissioner Jim Irving (Sept., 2016):

“An approval would be a giant step backwards. Our economic future lies in tourism and renewable energy, not in P66’s proposal.

“The trains would endanger the health and safety of nearly half of (Paso’s) residents, (and) also contribute massively to air pollution and climate change by transporting and refining some of the dirtiest oil on Earth here. Paso in particular has a lot to lose. About every structure of importance is near the tracks!

“P66's proposal is part of its worldwide ‘oil-by-rail’ strategy and has little to do with local jobs. Why should our County accept the risks? We have much too much to lose and little to gain.”



Bryan Honore Of Cayucos, In A New Times Letter To The Editor (August, 2016):

“My granddaughter lives several stone throws away from the railroad tracks in SLO. She is having nightmares about exploding oil trains.

“The question of oil trains through SLO is a federal call. SLO has no power to stop them. (But) we can prevent them from building a station here. Let us do that! Phillips 66 just wants more money; that’s their business. The rest of us just want to live and continue breathing air that is not more messed up than it already is; that’s our business.

“What kind of world are we creating? For our grandchildren (and) everyone’s well-being? Where are we headed? All for the greed of a few and some blinded politicians.”



Cheryl Storton Of SLO County, In A Letter To SLO County Planning Commissioner Don Campbell (August, 2016): “There is no real benefit to the citizens of our county. After the derailment in Mosier, Oregon, you now recognize there is no way anyone can insure our citizens’ safety if this project is approved. Reconsider your vote.”



David Broadwater Of Atascadero, In A Letter To The SLO County Board Of Supervisors (August, 2016): “Today's FRA report shows how Union Pacific is far behind in implementing Positive Train Control, endangering those living and working near the tracks. Although SLO County doesn't have control over railroads, it behooves officials to incorporate reports like this into their decision-making. The safety of the public and the environment depend on your being as well-informed as possible.”



Ethel Landers, Nipomo, In A Letter To The SLO Planning Commission (Sept., 2016):

“Cree proverb -- ‘Only When The Last Tree Has Died And The Last River Has Been Poisoned And The Last Fish Has Been Caught, Will We Realize That We Can’t Eat Money.’ “

“I have grandchildren in Arroyo Grande less than a mile from the tracks. I live in Nipomo and already suffer from asthma due to the current Mesa pollution. This proposal is all about a corporation making billions at the expense of people.

“Vote no due to: the possibility of oil train derailments & horrors that follow; the negative impact on air quality; the possible rail and trestle collapse; the negative impact on our tourist economy; or the danger to the schools and children.

“Keep stinky, dangerous revenue elsewhere. Bring healthy, clean, safe business to SLO.”



Craig & Karen Spease Of Arroyo Grande,

In A Letter To SLO Planning Commissioner Jim Irving (Sept., 2016): “(The) Planning Commission Staff has recommended that the Phillips 66 Rail Spur application be denied. I agree and to do so without delay, because Class 1 impacts cannot be mitigated.”



Steven Aronie Of Nipomo, In A Letter To SLO County Supervisors (late July, 2016):

“I am a property owner and tax payer. Your decision would impact the quality of our coastal environment, our property values, noise, air, water, pollution levels, and the safety to our families.


“We demand you follow the will of the vast majority of voters and residents. Do your elected duty - preserve our safety. Your decision (can) put at risk millions of Californians. Your decision to deny a permit would say you serve the people.”



Damian Kramer Of San Luis Obispo, In A SLO Tribune Letter To The Editor (August,

2016): “(Regarding Cal Poly University) - How and where do we evacuate all those university students, if and when one of those oil trains derails on the Grade, catches on fire and rolls a couple of rogue tankers into Cal Poly’s backyard? How does that scenario improve the overall economy of San Luis Obispo County? Time to wake up, Cal Poly.”



 **Jack Moyer Of Nipomo, In A SLO Tribune Letter To The Editor (August, 2016):**

"The (SLO Tribune) column by Matthew Hoy was distressing in its misstatements borne of a misinterpretation of fact. He refers to the 'benefits' of the plan; however none are referenced in his writing. Perhaps there are none?"

"He refers to a 'spur.' (But) the project is a major offloading facility (for) 80-car trains to offload toxic, volatile tar sands next to residential neighborhoods. The expansion will create unacceptable noise, artificial light and diesel emissions to an area

already impacted by levels of air pollution that exceed state standards.

"Hoy says jobs will be lost if the proposal is defeated. The proposal adds (only) 12 positions if approved. No jobs are lost if (it's) defeated. It is the duty of Supervisors to adhere to their sworn duty to protect the health and safety of constituents."


 **Charles Varni Of Oceano, In A SLO Tribune Letter To The Editor (August, 2016):**

"Matthew Hoy's sarcastic diatribe against the thousands of SLO residents who oppose the Phillips 66 train terminal shows no respect for scientifically confirmed risks. The realities were brought home when a train derailed and caught fire in Mosier.

"Hoy displays his ignorance of federal law when he states that SLO decision-makers can impose requirements on Union Pacific. They cannot, due to federal control of rail operations and preemption of local requirements.

"He ignores that the crude oil Phillips wants to import is destined for Asia and does nothing for local gasoline supplies or prices.

"We want Phillips 66 to continue to buy local oil and safely refine it and maintain its labor force, which it can do with local oil supplies."

 **Vincent Antonio Of Arroyo Grande, In A Letter To The SLO Planning Commission (September, 2016):** "I am very familiar with the Mesa. Putting that spur there would disrupt the topography to no one's benefit. Pursue the denial - our county would be so much better off for (the) many reasons presented during the hearings. Thank you for reading my plea."



 **Holly Naylor Of Paso Robles, In A Letter To SLO County Supervisors (September, 2016):**

“My house backs up to the tracks. At my kitchen table I observed increases in vibrations (with) the San Ardo train loaded with oil.

It seems to set up a harmonic effect that increases the vibration as the train goes by. My table shakes harder and harder. This does not happen with other trains.

“The vibration may (also) loosen spikes on the track (and) damage the underpass which is already cracked. I suggest your staff investigate the effects on railroad tracks.”

 **Vincent McCarthy Of Nipomo, In A Letter To The SLO Planning Commission (September, 2016):**

“I protest the P66 rail project. Fire departments (have) said they do not have the expertise or equipment to fight these derailments. Getting first responders to the fire is going to be a major traffic problem, with people trying to get out while fire support from other areas is trying to get in.

“The jobs, taxes, and spent income this project will render is extremely small (compared) to the damage if SLO has a derailment. This is (about) the Almighty dollar and nothing else. Safety and the public be damned. It’s all for corporate power and money.”

 **Charles Myers Of San Luis Obispo, In A Letter To The SLO Planning Commission (September, 2016):**

“I live within 2 blocks of the Union Pacific tracks running through downtown SLO, as do thousands of other residents. Cal Poly student(s) oppose increased oil-train traffic, as do nursing and teacher organizations. Emergency providers are not adequately equipped or trained. Do the right thing - deny the application.”

 **Arlene Shinderman Of Nipomo, In A SLO Tribune Letter To The Editor (Aug., 2016):**

“(Regarding the Hoy commentary) To suggest that folks who oppose the Phillips project are an ‘environmentalist cult’ failing to weigh the economic benefits is the comment of those who have not read the (Final) Environmental Impact Report or the (commission’s) staff’s report. The staff identified 11 Class I impacts that could not be mitigated.

“The FEIR finds that jobs are not linked to whether the project is approved or not. (That’s) a scare tactic foisted by Phillips 66. So suggesting we aren’t concerned with other people’s livelihood is yet another falsehood. In fact, if crude is imported, local workers in the (oil) extraction industry would lose their jobs.”

http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Phillips_66_Company_Rail_Spur_Extension_Project/Project_Comment_Letters.htm

http://www.sanluisobispo.com/opinion/letters-to-the-editor/article97746637.html#emlnl=Morning_Newsletter

<http://www.newtimeslo.com/letters-to-the-editor/14243/oil-trains-and-children/>

<http://www.sanluisobispo.com/opinion/letters-to-the-editor/article95530952.html>

<http://www.sanluisobispo.com/opinion/letters-to-the-editor/article95575847.html>

B. WHY YOU SHOULD CARE ABOUT WHAT PHILLIPS 66 INTENDS FOR SLO COUNTY & ALL OF CALIFORNIA

- **Phillips' Motivation:** Phillips claims they are running out of California crude to process, and therefore jobs at their Nipomo refinery are at risk. This is false. Phillips' corporate executives have stated in writing that they want their entire company to process lower-cost crude oil in order to generate higher profits. That crude would come by rail from out of the country - from Canada.

They call it "*taking a classic company in a new direction*" ... i.e., it's their self-proclaimed "*crude-by-rail strategy*." The issue is about higher profits by switching to rail delivery, not about protecting jobs.

- **Phillips' Proposal For SLO County:** For 60 years, their refinery has received crude oil by pipeline ... not one drop by rail. Under their proposal, Phillips for the first time would bring in 20,000 rail tankers per year, fully loaded with Canadian "tar sands" crude. Every year, 250 trains, each a mile long, would travel into the county. Then the same 250 trains would depart (500 trains in total).*

Along with the loaded tankers would come, for the first time, the construction of a rail terminal -- including a "railcar unloading facility", a pumping station, and a new pipeline to move the crude within the refinery. This would be accompanied by trucks and other vehicles to service the facility.

- **The Negative Impacts Of Conducting Business In An Entirely New Way:** This represents an entirely new business model for Phillips - it's a dramatic transformation in the way they operate in SLO County and all of California. This is not a benign "rail spur." The issue is the new intensity of their operations and what they intend to bring in on those rails. The impacts ...

- Shipments throughout California of highly flammable, diluted "tar sands" ("*one of the world's dirtiest and most environmentally destructive sources of fuel*" - U.S. Sen. Barbara Boxer).
- *Air pollution* from diesel exhaust, the refining of tar sands and the resulting petroleum coke dust.
- *Noise pollution* from blaring whistles and track noise throughout SLO County & California.
- *Light pollution* from 15 to 30-foot-tall light towers surrounding the rail yard.
- Statewide *visual pollution* of mile-long trains laden with graffiti, each hauling 80 oil tankers.
- The potential for *derailments and oil spills* anywhere in SLO County & California.
- The potential for *fires, explosions and toxic smoke* anywhere in SLO County & California.
- The potential for *severe property damage* anywhere in SLO County & California.
- The potential for *injuries and deaths* anywhere in SLO County & California.
- The potential to *damage the reputation* of SLO County as a place to live, work and visit.
- And the potential to damage the *economic well-being* of our homeowners and businesses.

Special Note: P66 claims that local officials are preempted by Federal law from protecting their citizens regarding anything related to the mainline railroad and the contents of the tank cars. However both SLO County Counsel and the CA Attorney General state it's the obligation of local governments to take into account all impacts - both within and outside their geographical region.

- **What SLO County Officials Must Do:** Therefore, given all of the above impacts -- SLO County's Planning Commissioners and Supervisors must reject Phillips' "rail spur" plan. If the terminal is not built, the trains will not be targeting California and SLO County.

*On Feb. 1, 2016 P66 reduced their proposal to 150 trains arriving per year (300 arriving/departing).

C. REFERENCES - VIDEOS/NEWS ARTICLES DISCUSSED IN RECENT NEWSLETTERS
(Stay current with news, articles and videos in-between newsletters at MesaRefineryWatch.com.)

- **Video: After Derailments ... What Are The Lasting Results For Citizens & Businesses?**
<https://www.youtube.com/watch?v=L3wz9kkcZyg&feature=youtu.be>
- **California Slaps A Penalty On Crude Oil Tankers; The Railroads Sue California**
<http://goo.gl/wSwVwG> • <http://goo.gl/b1Boud> • <http://goo.gl/LyfYZ5> • <http://goo.gl/mPFFQu>
- **LATimes - What Would Happen If A Train Went Off The Rails On The Central Coast?**
<http://www.latimes.com/local/abcarian/la-me-abcarian-oil-train-20160714-snap-story.html>
- **Industry Executives Say The Future Of Shipping Crude Oil Is Via Pipeline, Not Rail**
<http://goo.gl/lrlnKG>
- **Once Again P66 Admits They're Drowning In Inventories Of Crude Oil & Gasoline**
<http://goo.gl/xGMOOn0> • <http://goo.gl/UdeYOL>
- **The Oil Industry's Twisted Logic - Oil Spills Are A Good Thing For Our Economy!**
<http://goo.gl/vxVvDn> • <http://goo.gl/5m42XS>
- **Union Pacific Trains Travel Fewer Miles, Yet Have The Most "Incidents"**
<http://goo.gl/uE3jNu>
- **P66 Unveils New Corporate Headquarters Tower In Houston - Employees Rejoice**
http://www.bizjournals.com/houston/morning_call/2016/06/first-look-inside-phillips-66s-new-houston-hq.html
- **Citizens Rally Yet Again To Protest P66's Crude-By-Rail Strategy**
 • **KSBY:** <http://goo.gl/0SOX1J> • **KETY:** <http://goo.gl/C96L4e> • **SLO Tribune:** <http://goo.gl/IfXmDQ>
 • **Santa Maria Times:** <http://goo.gl/H5wlfo> and <http://goo.gl/BztO4M> • **YouTube:** <https://goo.gl/kVNcSV>
- **How A Town Is Trying To Protect Its Children By Relocating Its Elementary School**
<http://goo.gl/Uc2YjX>
- **The Journal "Nature" Confirms How The Mining Of Tar Sands Is Damaging Our Air**
<http://goo.gl/C69y0c>
- **UPRR Is #1 In Penalties Assessed By U.S. Federal Railroad Regulators**
<http://abcnews.go.com/US/wireStory/union-pacific-cars-derailed-fined-7m-years-39820832>
- **Federal Government Blames UPRR For Mosier, Oregon Crude Oil Train Derailment**
<http://goo.gl/j18GAN>
- **U.S. Senate Recognizes That Responders Are Undertrained For Crude Oil Rail Accidents**
<http://goo.gl/yeFg3j>
- **Engineering Professor: Stenner Creek Bridge Accident "Would Kill Many People"**
<http://goo.gl/v7uSJX>

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- **Railroads Carrying Crude Oil Don't Have Nearly Enough Insurance To Cover Disasters**
<http://goo.gl/5ioQjc>
- **The Planning Commission's Public Hearings - May 16, 2016**
<http://goo.gl/edKLr5> • <http://goo.gl/7x6xe4> • <http://goo.gl/kYqQSj> • <http://goo.gl/GhcZLq>
- **The Dept. Of Commerce -- Impacts From P66's Plan "Could Be Disastrous"**
<http://www.mesarefinerywatch.com/letters.html>
- **The DOT System To Safeguard Us From Crude-By-Rail, Is Broken In Multiple Ways**
https://www.oig.dot.gov/sites/default/files/FRA%20Oversight%20of%20Hazmat%20by%20Rail_Final%20Report%5E2-24-16.pdf
<http://www.post-gazette.com/opinion/editorials/2016/03/01/Trouble-on-the-rails-The-U-S-needs-better-oversight-of-crude-oil-cargo/stories/201603010021>
- **A Personal Message To SLO County Officials From A Lac-Mégantic Survivor**
<http://www.fweek.com/2015/12/30/danger-in-dilbit/>
- **The Planning Commission's Public Hearings - March 11, 2016**
<http://www.ksby.com/story/31452032/phillips-66-oil-by-rail-plan-concludes-public-comment>
<http://www.sanluisobispo.com/news/local/article65463482.html>
- **The National Academy Of Sciences Spells Out Why Tar Sands Spills Are So Disastrous**
<http://www.fweek.com/2015/12/30/danger-in-dilbit/>
<http://www.nap.edu/read/21834/chapter/1>
- **Scientists Link Cancer To The Petrochemical Piles Generated By Tar Sands**
<http://www.nationalobserver.com/2016/02/04/news/scientists-trace-cancer-linked-pollutant-oil-sands-stockpiles>
<http://www.nrdc.org/energy/tar-sands-health-effects.asp>
- **Benicia's Planning Commission Just Told Big Oil - "Keep Your Trains Out Of Our City!"**
<http://www.sacbee.com/news/local/transportation/article59969201.html>
- **The Planning Commission's Public Hearings - Feb. 4 - 5, 2016**
 - KSBY - Day 1: <http://www.ksby.com/story/31145147/hearing-begins-for-phillips-66-rail-spur-project-proposal>
 - SLO Tribune Day 2: <http://www.sanluisobispo.com/news/local/article58661968.html#>
- **Cal Poly Student Government, Representing 20,000 Students, Opposes P66 Plan**
<http://mustangnews.net/students-oppose-oil-train-project/>
- **Can Big Oil's Rail Terminals Be Stopped? Citizens Just Did It In Northern California!**
http://www.contracostatimes.com/breaking-news/ci_29220910/pittsburg-proposed-wespac-oil-by-rail-shipping-terminal
- **Final Environmental Impact Report (click on "Phillips 66 Rail Spur Extension Project")**
http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Phillips_66_Company_Rail_Spur_Extension_Project.htm
- **Washington Allowed Oil Train Terminals; It Now Has Buyer's Remorse**
<http://ecowatch.com/2015/11/05/portland-opposes-oil-trains/>
<http://www.thenewtribune.com/news/local/politics-government/article46607600.html>
<http://www.kgw.com/story/news/2015/10/13/firefighters-vancouver-oil-train-terminal-would-put-too-many-lives-risk/73889928/>
- **Almost Half The Bridges Crossed By Oil Trains Are At Risk Of Failure**
<http://waterkeeper.org/cms/assets/uploads/2015/11/Deadly-Crossing-Web-Version.pdf>
- **Additional Crude-Via-Pipeline May Be Available For P66's Nipomo Refinery**
http://lompocrecord.com/news/local/article_da6da571-a37f-5cc7-b90d-db3d9c03edd8.html

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- **Which Railroad Has More Accidents Than The Industry Norm? It's Union Pacific!**
[Safety Calculator: http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/rchart.aspx](http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/rchart.aspx)
<http://www.mesarefinerywatch.com/newsletters-docs2.html>
- **U.S. DOT Confirms It -- Towns Have Insufficient Resources To Fight Oil Train Fires**
<https://www.hdiac.org/islandora/object/hdiac%3A312757/datastream/OBJ/view>
http://www.goanacortes.com/news/article_271951c6-2fe1-11e5-b57d-6bb9ca8280ff.html?mode=image&photo=0
- **Oil Trains Crash Because Heavy Tankers Are Affecting The Rails**
<http://www.latimes.com/nation/la-na-crude-train-safety-20151007-story.html>
- **New Regulations Make Oil Pipelines Even Safer In California**
<http://goo.gl/Gf1jwf>
<http://www.santamariasun.com/news/13766/california-governor-signs-series-of-pipeline-safety-and-oil-spill-response-bills/>
- **Fire Chief Confirms -- Diluted Tar Sands Is More Flammable Than San Ardo Oil**
<http://www.sanluisobispo.com/opinion/letters-to-the-editor/article41250099.html>
- **Rail Oil Spills & Violent Rail Accidents Are Accelerating, Not Stable Or Declining**
<http://necir.org/2015/05/20/rail-safety-fact-check/>
- **The Tribune's Official Position - P66's Crude Oil Trains Are "A Bad Idea"**
http://www.sanluisobispo.com/2015/09/06/3793783_routing-oil-trains-through-densely.html?rh=1
- **Union Pacific Tells Us "All Is Safe" -- The Numbers Tell Us Differently**
http://www.theeagle.com/news/local/union-pacific-officials-exploring-possible-link-between-derailments-in-robertson/article_633d4d3b-1053-504a-9c66-9132931bce1d.html?mode=jqm
- **"EMPTY" Crude Oil Rail Cars -- They're As Explosive As FULL Cars**
<http://fox2now.com/2015/08/23/first-responders-concerned-about-possible-oil-train-derailment-in-st-louis/>
<http://eaglefordtexas.com/news/id/150833/oil-trains-put-local-emergency-officials-on-alert/>
<http://www.forbes.com/sites/jamesconca/2015/04/06/senators-try-to-stop-the-coming-oil-train-wreck/>
- **New Analysis -- Shipping Oil By RAIL Is Far More Dangerous Than Via PIPELINE**
<http://www.theglobeandmail.com/report-on-business/industry-news/energy-and-resources/shipping-oil-through-pipelines-safer-than-by-rail-report-says/article25943221/>
<http://www.newsoptimist.ca/opinion/columnists/pipelines-are-the-safest-way-to-ship-oil-1.2037721>
- **Union Pacific - Lagging Well Behind On Adopting Safety Requirements**
<http://abcnews.go.com/Politics/wireStory/railroads-meet-deadline-safety-technology-32945711>
- **New Proof Emerges -- Tar Sands Is An Extreme Danger To The Earth & Its Inhabitants**
<http://summitcountyvoice.com/2015/06/28/environment-tar-sands-oil-releases-20-percent-more-greenhouse-gas-pollution-than-conventional-crude-oil/>
<http://pubs.acs.org/doi/abs/10.1021/acs.est.5b01255>
- **"Viewpoint" Article Explains Why Oil-By-Rail Is Both Unnecessary & Wrong For CA**
<http://www.sanluisobispo.com/2015/08/05/3749645/phillips-66s-oil-rail-project.html>
- **P66's Trains Would Travel Over A Crumbling Bridge In Arroyo Grande**
<http://www.slocounty.ca.gov/Assets/PL/Santa+Maria+Refinery+Rail+Project+Comments/Organizations+and+Schools/Coastal+San+Luis+Resource+Conservation+District.pdf>
<http://www.sacbee.com/news/local/article2621371.html>
- **"New Rules" From The Fed Allow Lethal Tankers To Keep Rolling**
<http://www.mcclatchydc.com/2014/01/27/215650/railroad-tank-car-safety-woes.html>

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- **Diluted Tar Sands - New Proof That Shipments Are Extremely Flammable**
<http://www.railwayage.com/index.php/safety/why-bitumen-isnt-necessarily-safer-than-bakken.html>
- **Future Crude-By-Rail Disasters - Now Guaranteed By The DOT**
<http://www.dailykos.com/story/2015/02/23/1366308/-Get-used-to-it-Dept-of-Transportation-predicts-10-oil-train-derailments-a-year#>
- **A Member Of Congress Warns Of Terrorist Attacks Against Crude Oil Trains:**
<http://blogs.rollcall.com/the-container/new-yorker-sees-risk-of-terrorists-using-oil-trains/>
- **A New Record! More Railroad Oil Spills Than Ever:**
<http://www.nbcnews.com/news/investigations/oil-train-spills-hit-record-level-2014-n293186>
- **What The Rail Terminal Will Sound Like:**
https://soundcloud.com/katie-lannan/3-51-a-m-11-07-14?in=katie-lannan/sets/linden_oil_trains
- **Article In “New Times” Reaffirms Air Quality Problems On The Nipomo Mesa:**
<http://www.newtimeslo.com/news/11776/dust-bust-even-as-stakeholders-make-small-advances-air-pollution-is-still-a-problem-on-the-nipomo-mesa/>
- **How Far Would SLO County Have To Evacuate?:** <http://explosive-crude-by-rail.org>
- **Video - Listen To A Survivor Of The Lac-Mégantic Oil Train Disaster:**
<http://sanfrancisco.cbslocal.com/2014/03/06/explosion-survivor-warns-of-fracked-oil-trains-newer-safety-regulations-delayed/>
- **Video - What Oil Trains Would Look & Sound Like In SLO County:**
<http://www.youtube.com/watch?v=11DTf6CYzHM&index=47&list=PL7A2C41AC7F231BD4>

D. STEERING COMMITTEE MEMBERS; LOGISTICS OF THIS NEWSLETTER

1. Mesa Refinery Watch Group Steering Committee: Contact one or more of our members with your comments or to learn about upcoming committee meetings.

- Linda Reynolds (Founder): lreynolds151@gmail.com
- Eunice King (Chief Administrator): MRWCoord@gmail.com
- Martin Akel: akelassoc@earthlink.net
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- Yvonne Williams: williams.yvonne.e@verizon.net

2. List Coordinator/Newsletter Distributor: If you would like to add names for receipt of this newsletter, or if you would like to stop receiving it, kindly contact Steve Dubow -- sfdubow@charter.net.